

25 YEAR RE-REVIEW

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HAWAIIAN COASTAL ADIZ

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= PLANNED

D/S R_r
ARCP
END A/R

W-511

NOV 512 24 MAY 69 (K)

HAWAIIAN COASTAL ADIZ

HAWAIIAN COASTAL ADIZ

SOUTH HONOLULU

HAWAII

20° S 160° E

20° S

160° E

W-319

W-321

W-320

HAWAII

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W-319

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HAWAII

20° S 160° E

20° S

160° E

W-319

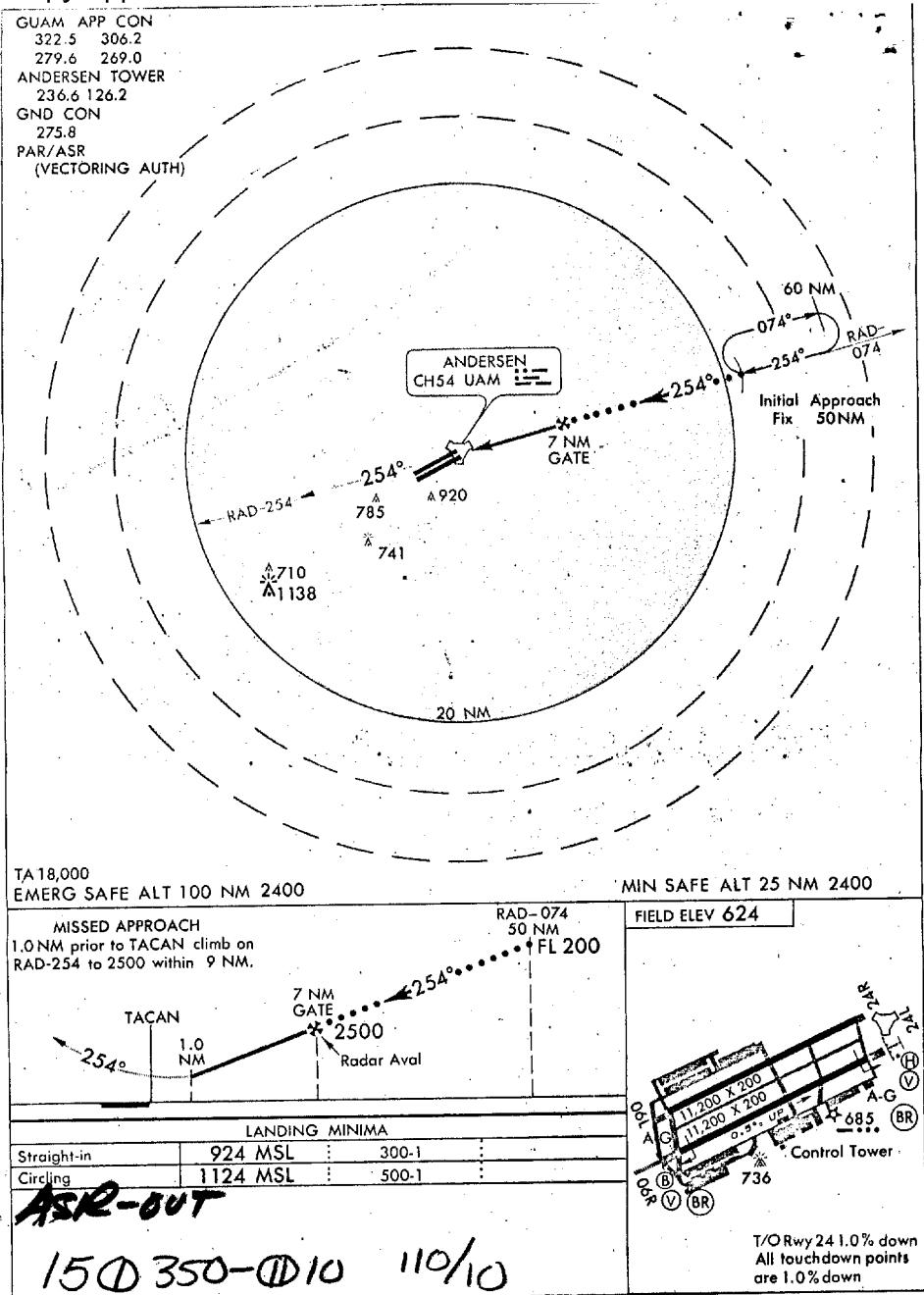
W-321

W-320

HAWAII

20° S

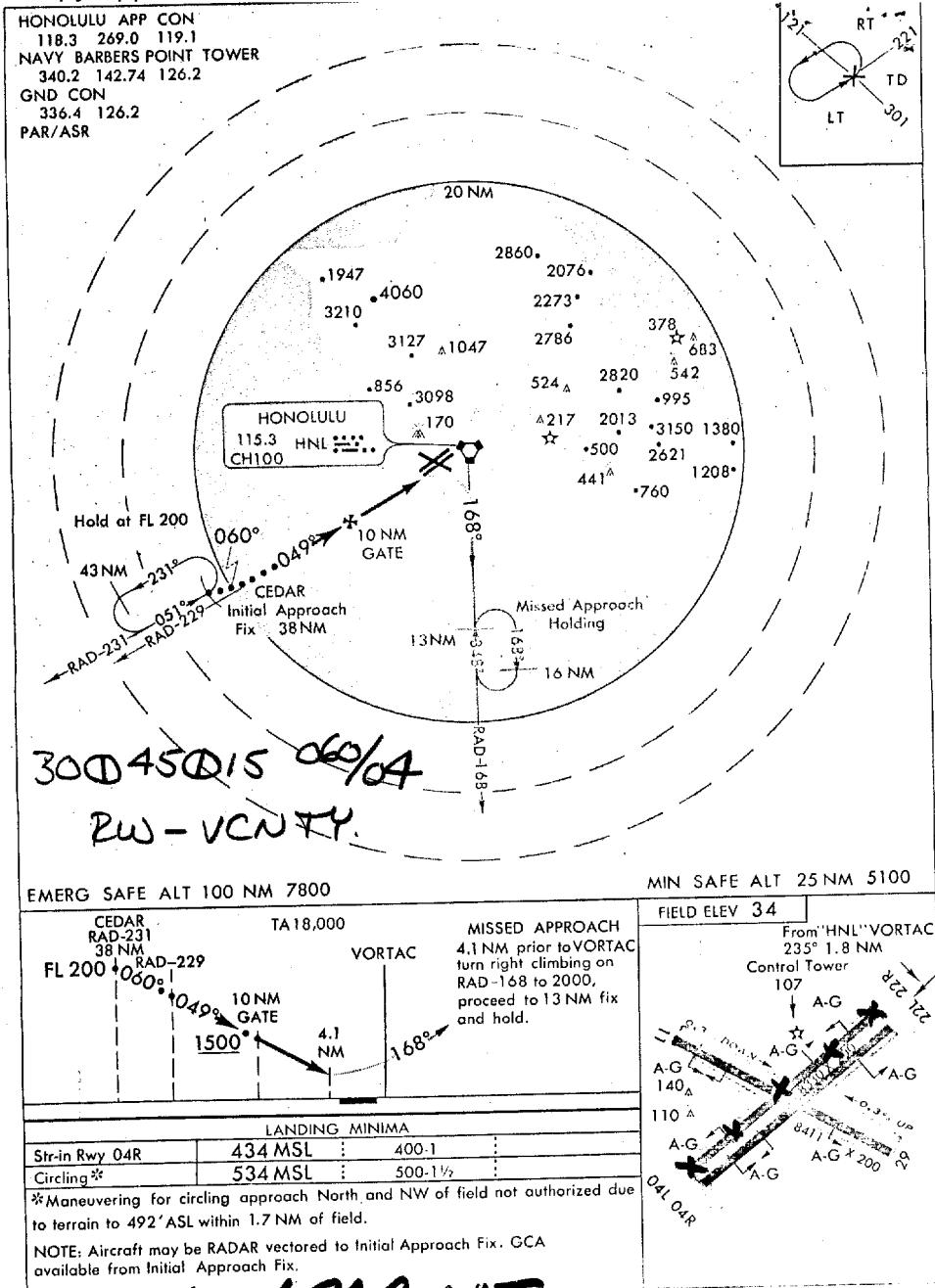
LAYTON ANDERSEN AFB
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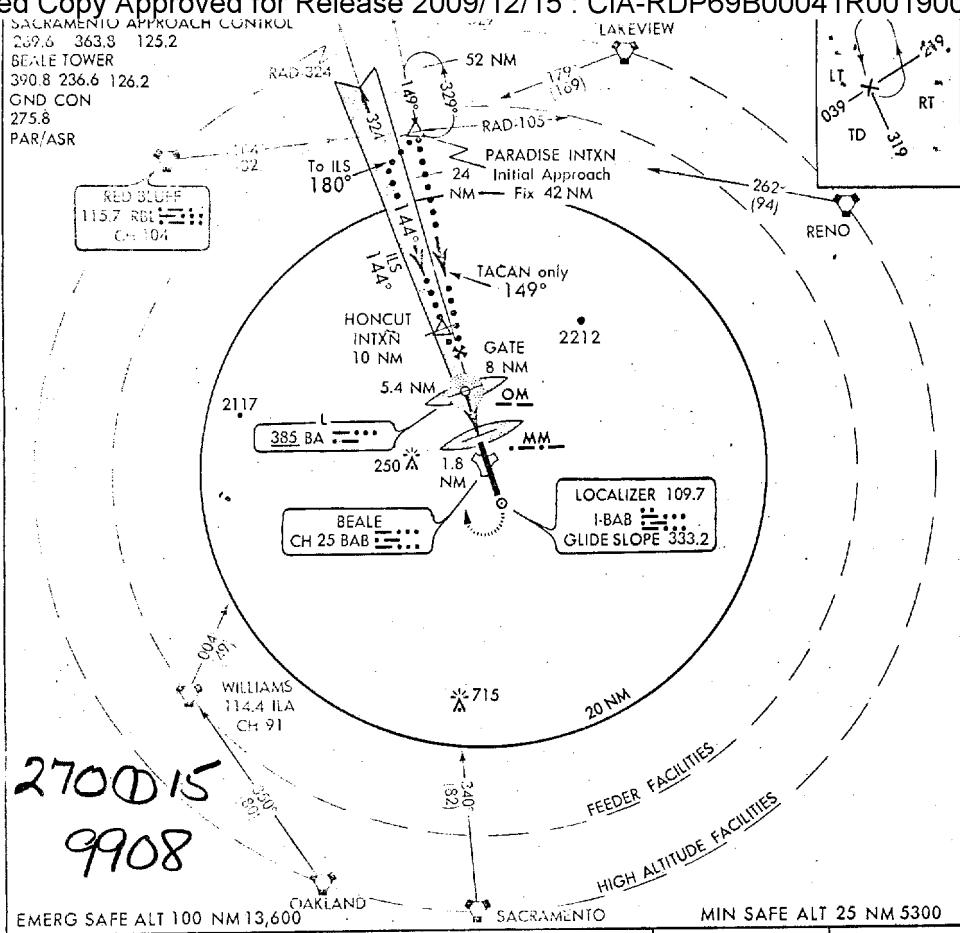
BARBERS POINT NAS

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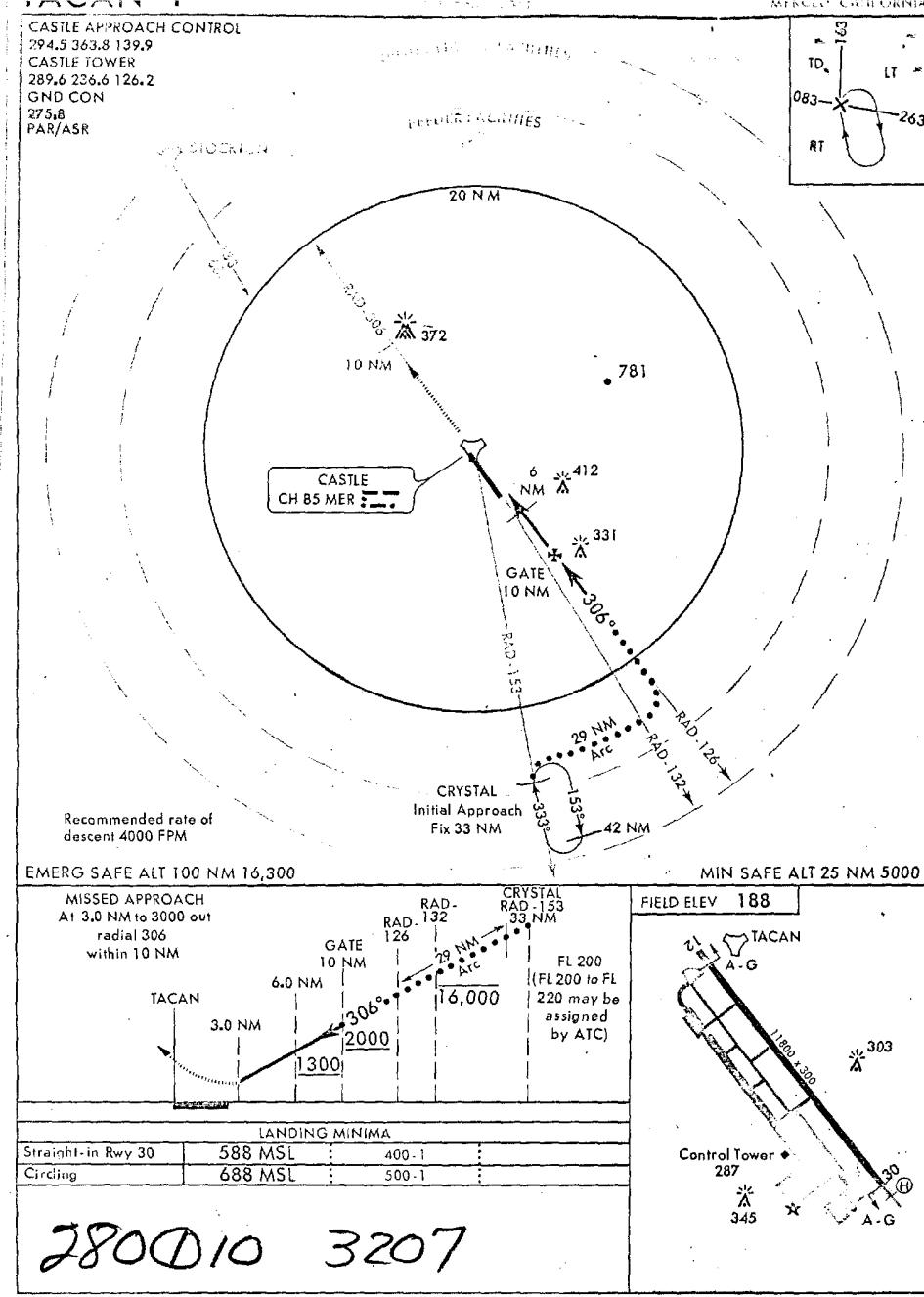
VISUALS RWY 14
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PARADISE INTXN		MISSING APPROACH		FIELD ELEV 113
RAD-329	42 NM	Out 144° to 1000 then right to 290° climbing to 4000 to intercept 10 NM TACAN Arc via 10 NM TACAN Arc to HONCUT INTXN		
FL 200	Intcp TACAN 149° Lcrz RAD-329	HONCUT INTXN	24 NM 10 NM GATE 8 NM LOM 5.4 NM	144° 4.1 NM From LOM
	ROLLS 180°		MM 1.8 NM TACAN	A-G 215 Control Tower
	ILS 144° 5000	2000	2000 1500 358	240 TACAN 180° A-G 32
	Glide Slope 2.75°		3.5 NM .6	
LANDING MINIMA				
Straight-in ILS	313 MSL	200 1/2		
Circling	613 MSL	500-1		
Straight-in TACAN	413 MSL	300-1		
Straight-in W/O G/S				
LOM to Localizer Missed Approach 4.1 NM				
Knots	120	140	160	180
Min. Sec	2:03	1:45	1:32	1:22
				1:14

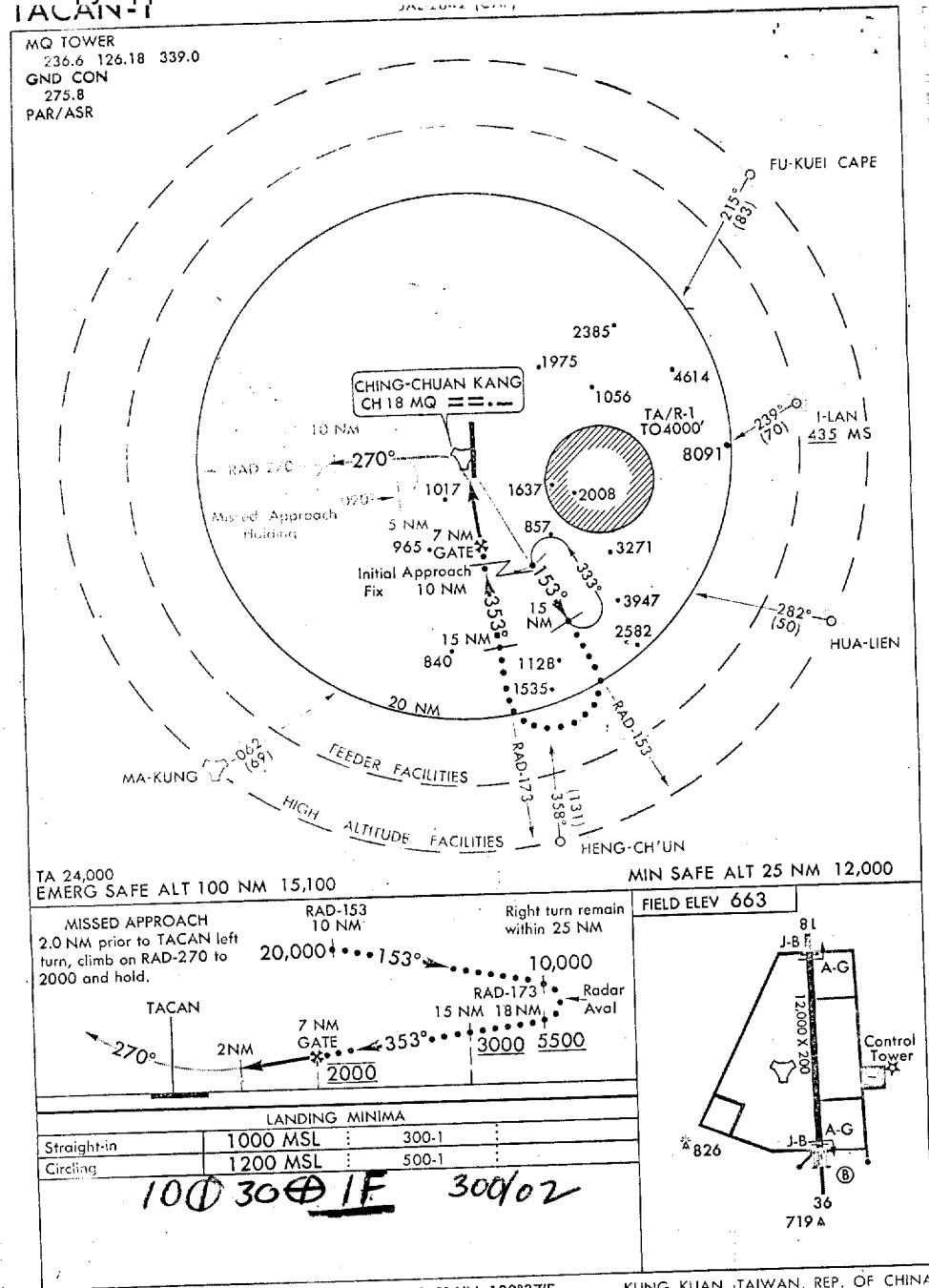
TACAN/IIS RWY 14 39°08'N -121°26'W MARYSVILLE, CALIFORNIA BEALE AFB
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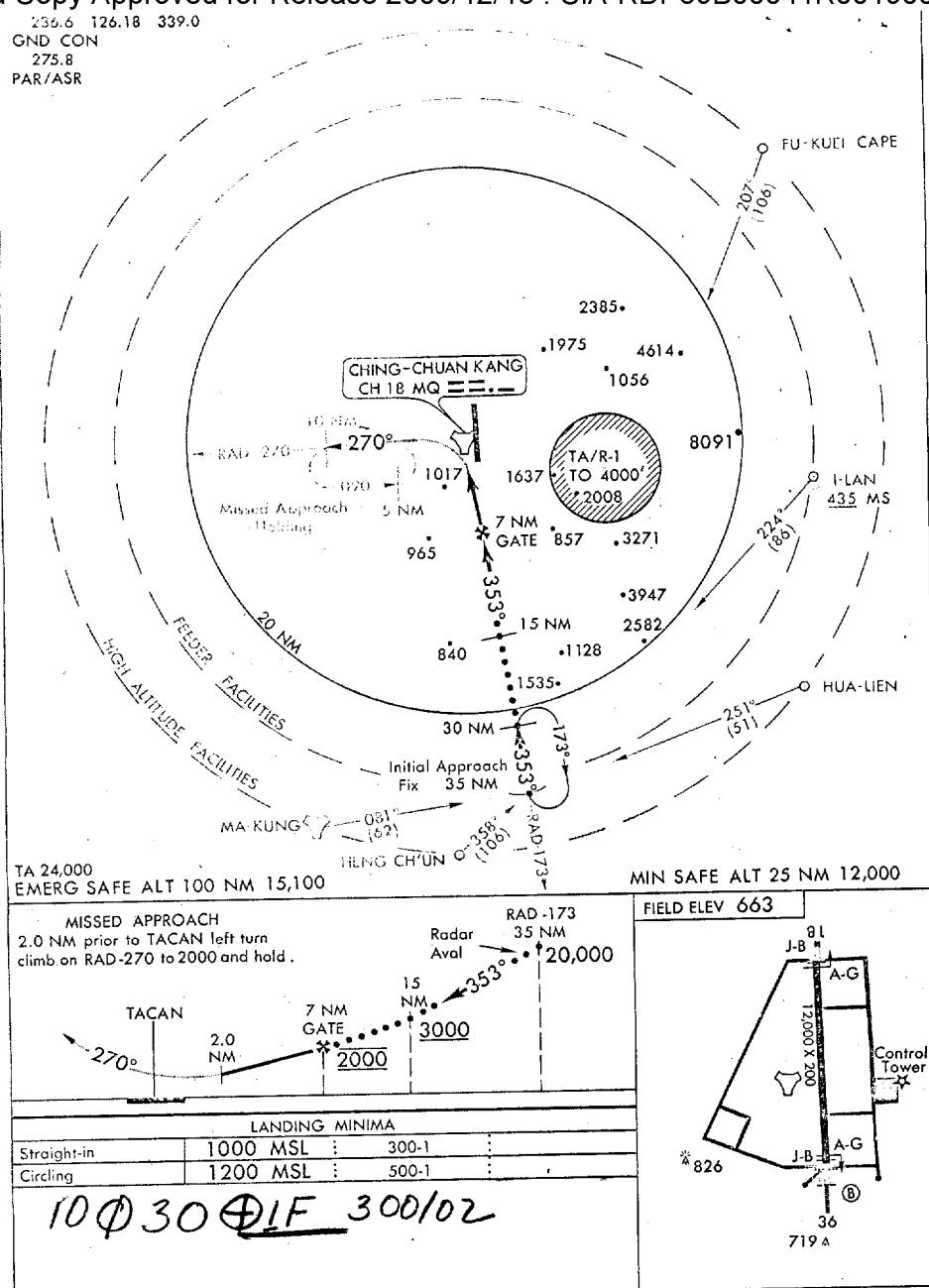
TACAN-?

14-142 USAFI

KUNG KUAN, TAIWAN, REP. OF CHINA

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236.6 126.18 339.0
GND CON
275.8
PAR/ASR



TACAN-2

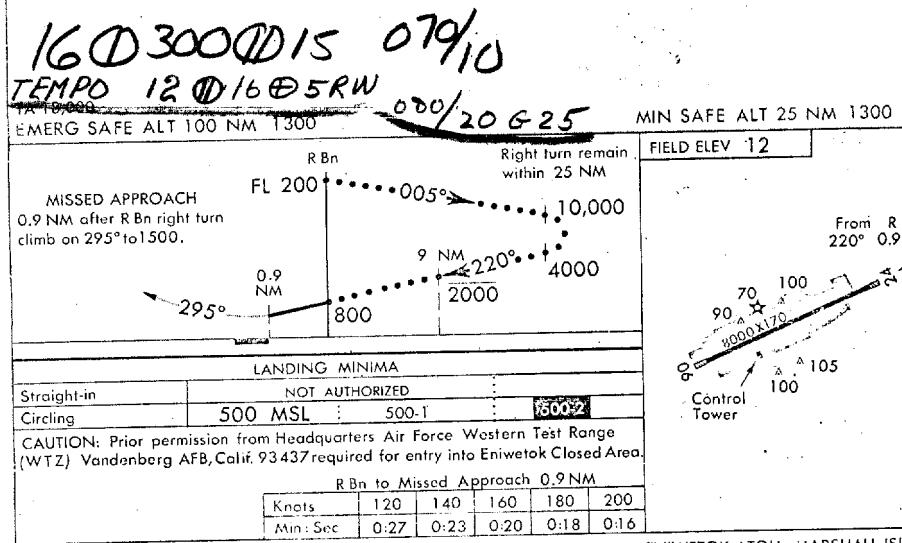
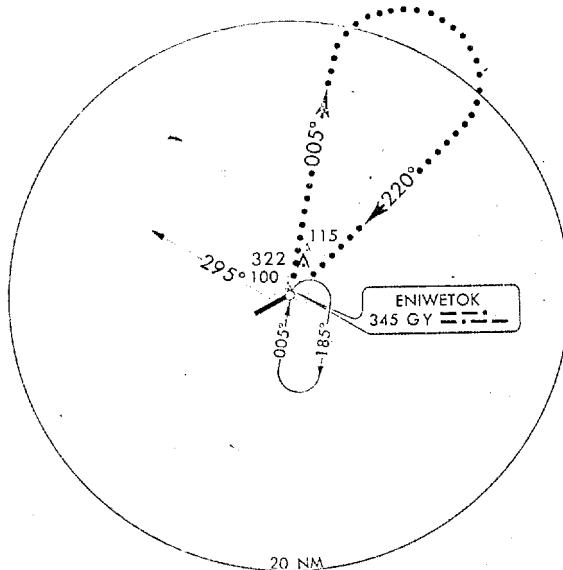
24°16'N-120°37'E

KUNG KUAN, TAIWAN, REP. OF CHINA
CHING-CHUAN KANG AB
RRR000000011R0010001

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Sanitized Copy Approved for Release 2009/12/15 : CIA-RDP69B00041R001900130011-3

FOR APP SVC CALL
WAKE RADIO
17906.5 13354.5
ENIWETOK TOWER
236.6 142.74
134.1 126.2
GND CON
275.8



ADF

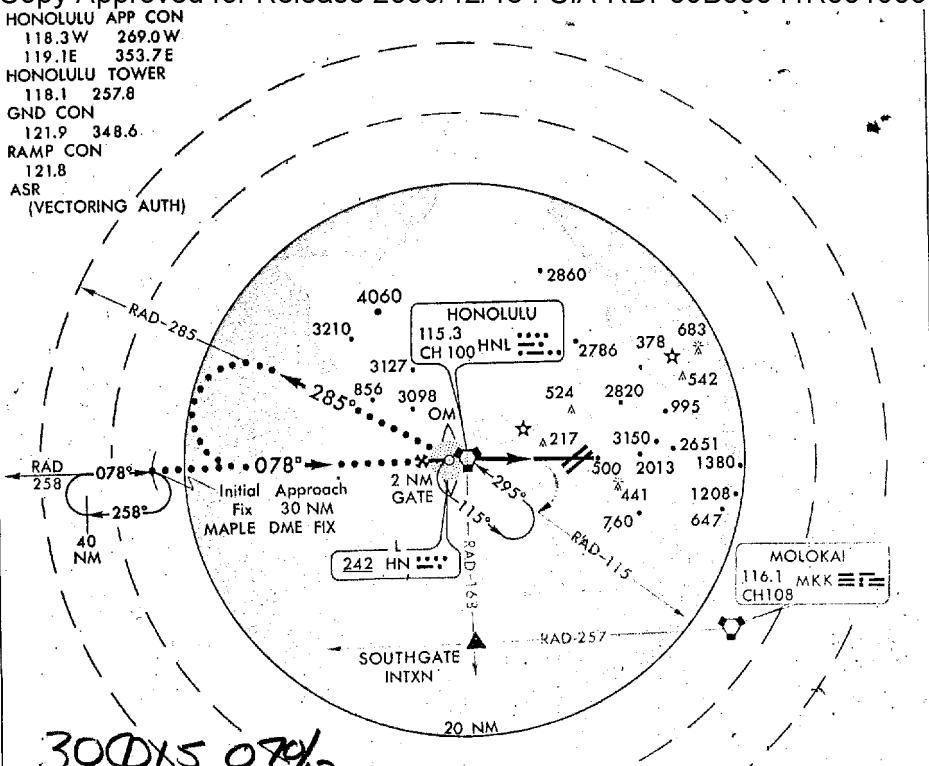
11°21'N-162°20'E

ENIWETOK ATOLL, MARSHALL ISLANDS

ENIWETOK AAF

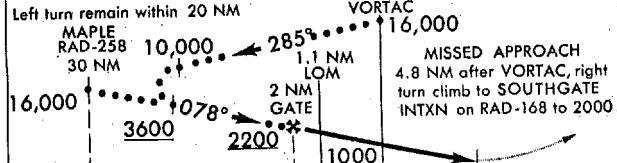
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TA 18,000
EMERG SAFE ALT 100 NM 12,100

Left turn remain within 20 NM



LANDING MINIMA

Str-in-TACAN	400 MSL	400-1
Str-in-VOR *	500 MSL	500-1
Circling **	600 MSL	600-2

* Straight-in not authorized unless A/C receives 1.1 NM DME or LOM.

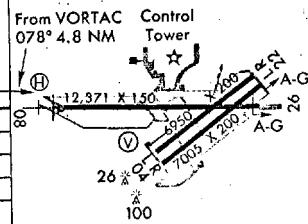
** Circling to South only.

VORTAC to Missed Approach 4.8 NM

Knots	120	140	160	180	200
Min : Sec	2:24	2:03	1:48	1:36	1:26

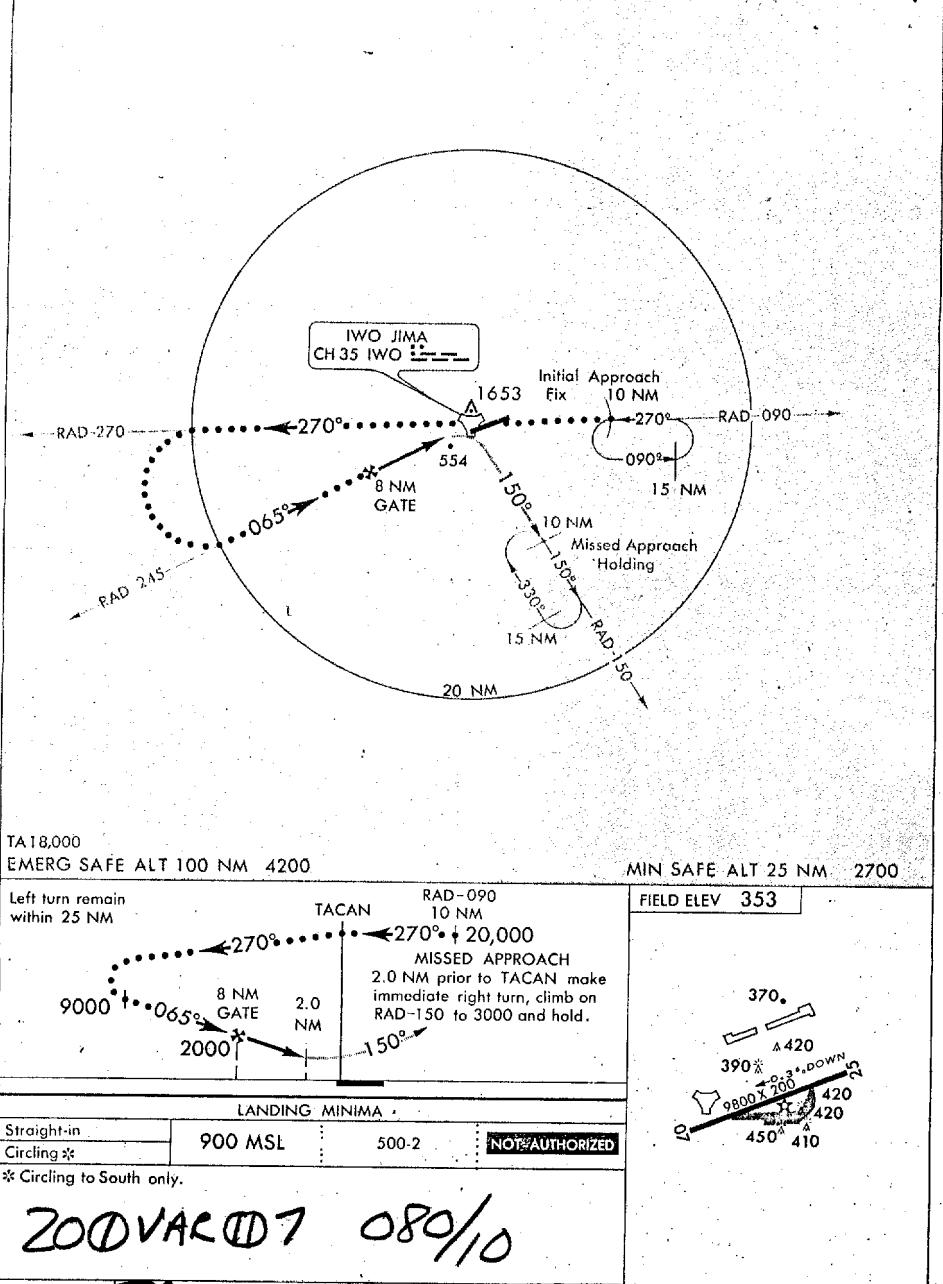
MIN SAFE ALT 25 NM 5100

FIELD ELEV 13



TACAN
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IWO JIMA RADIO
255.4 126.2



TACANTACAN WEAK

7°N-141°19'E

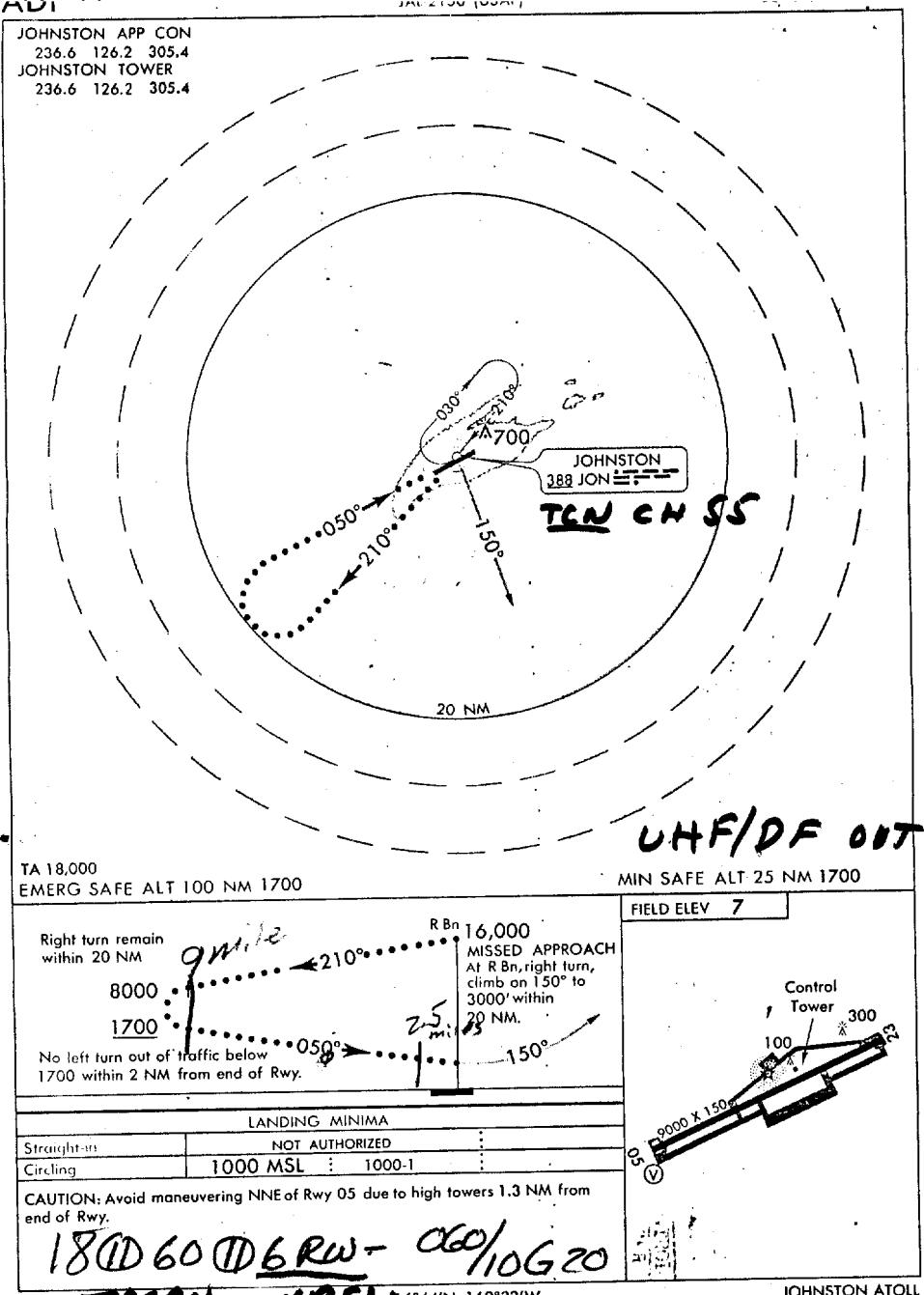
95

IWO JIMA I., VOLCANO ISLANDS

IWO JIMA AB

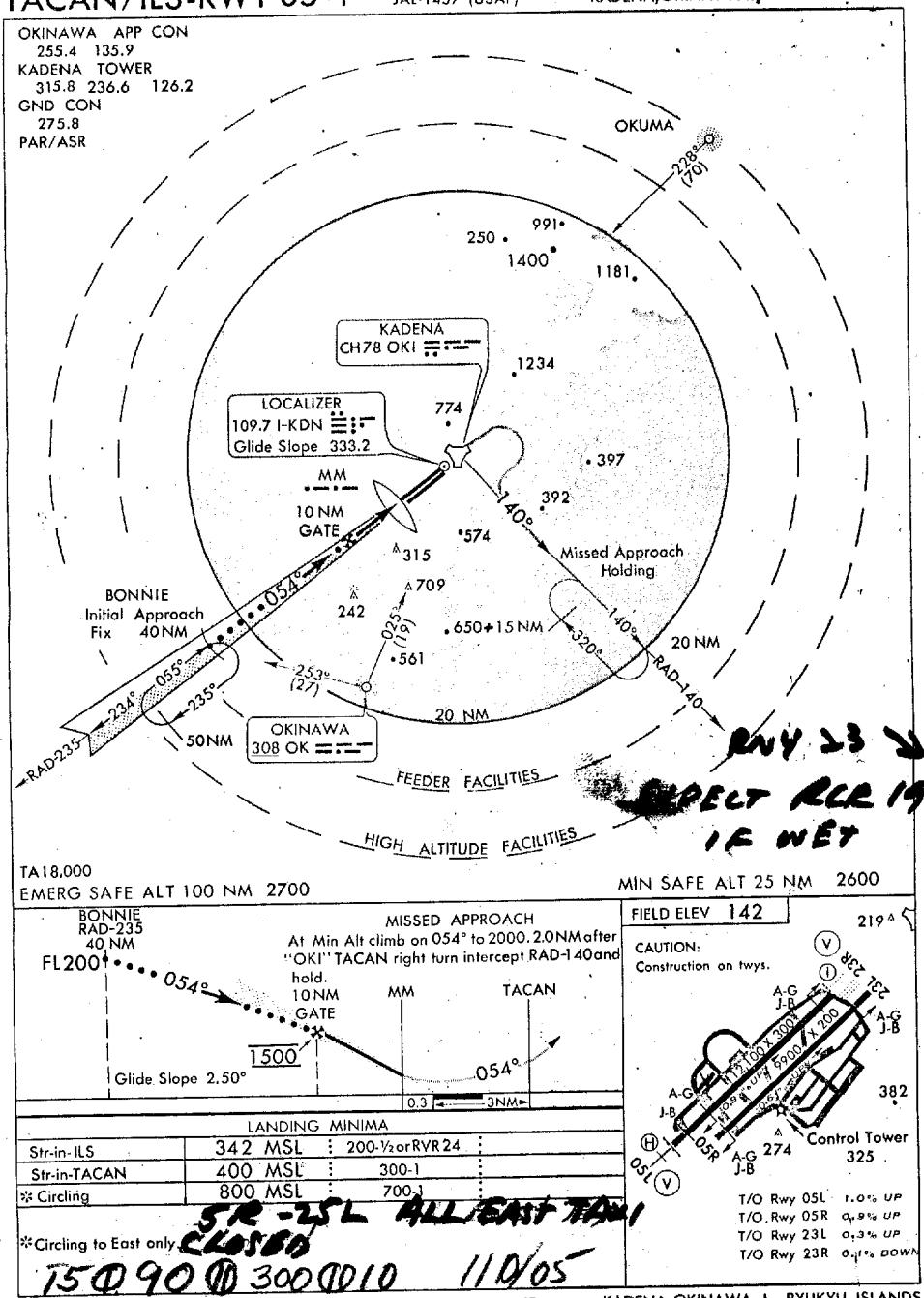
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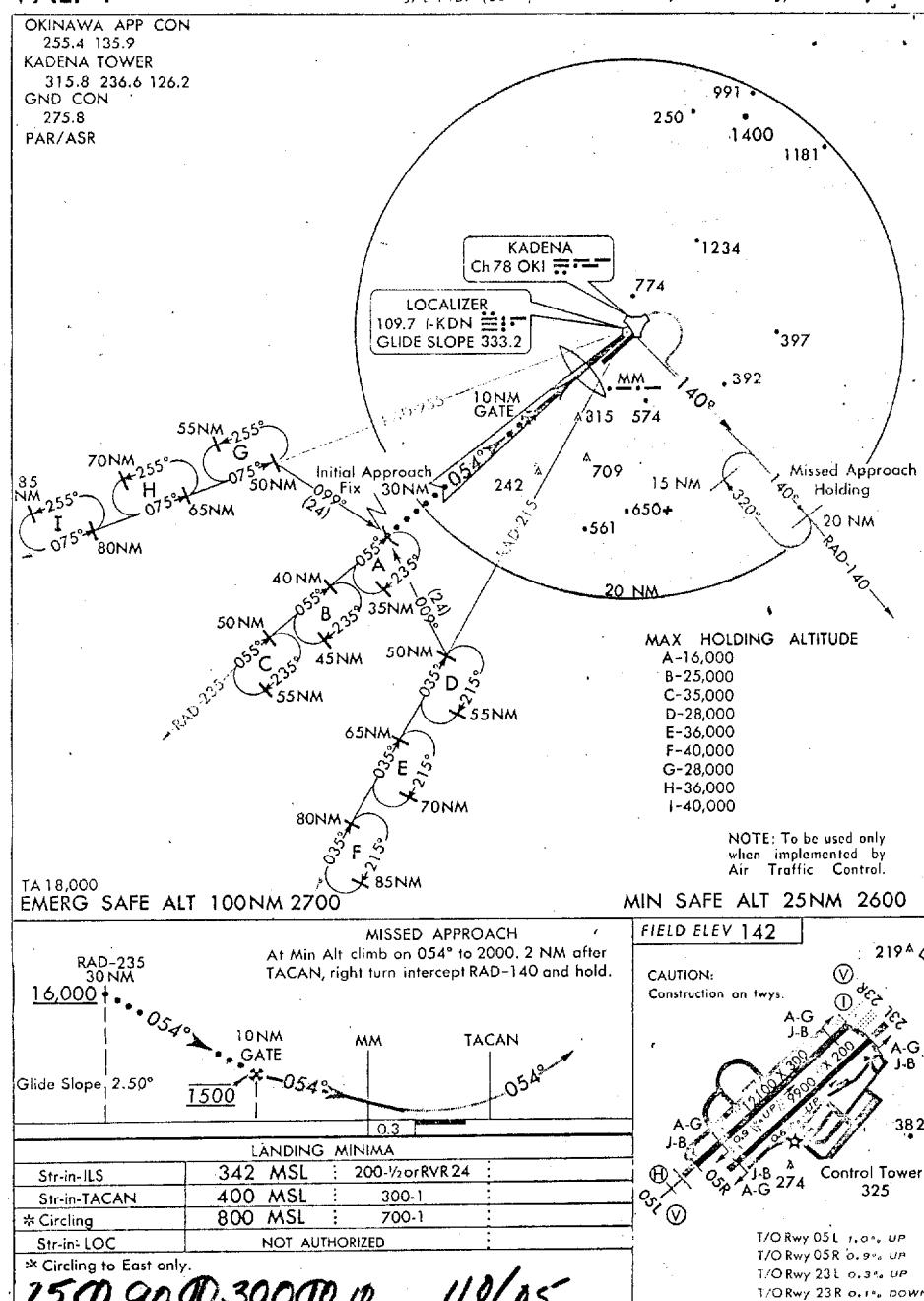
Sanitized Copy Approved for Release 2009/12/15 : CIA-RDP69B00041R001900130011-3
 TACAN/ILS-KVY UC-1 JAL-1457 (USAF) KADENA, OKINAWA I., RYUKYU ISLANDS



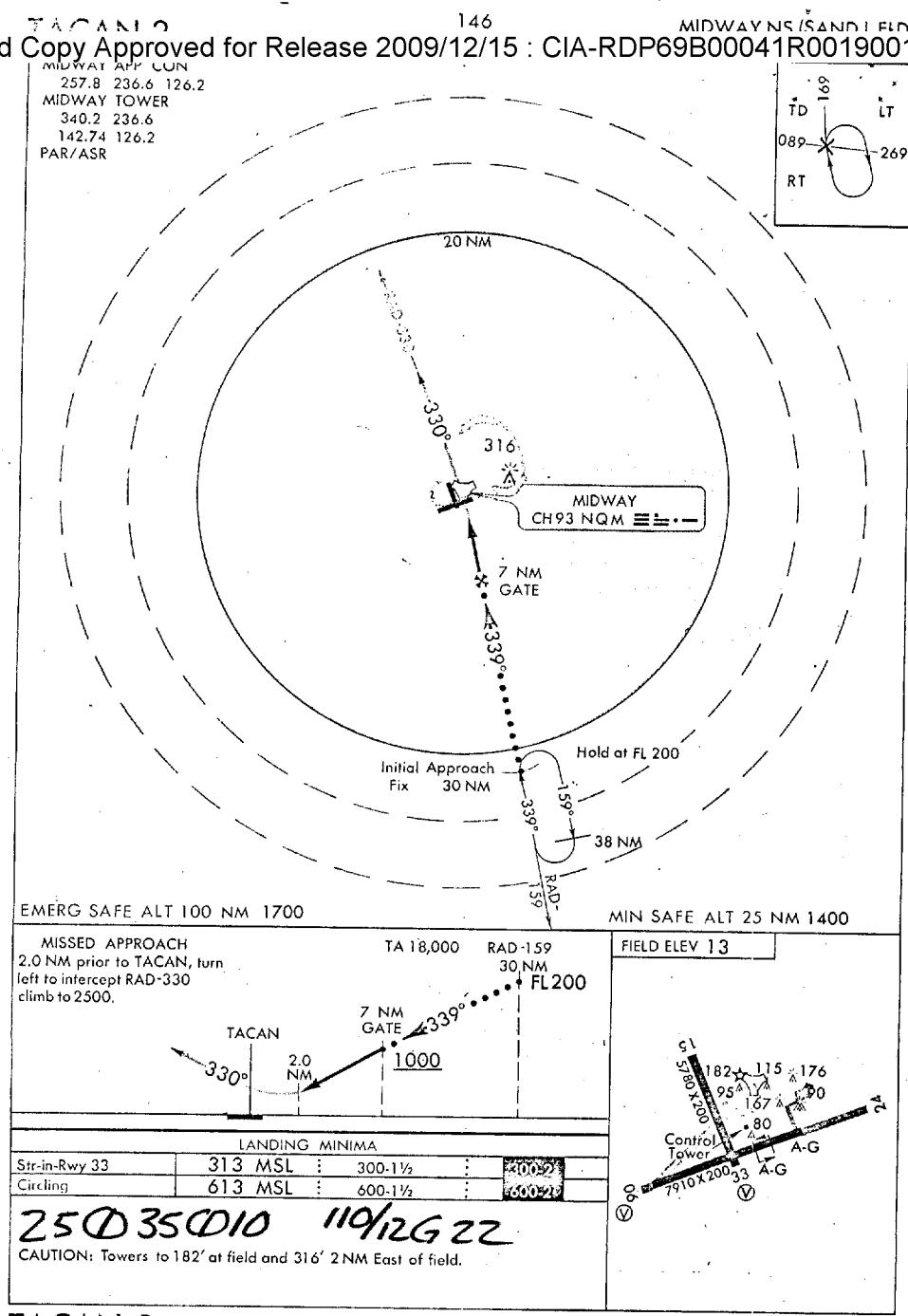
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JAL-1457 (USA)

KADENA, OKINAWA I., RYUKYU ISLANDS

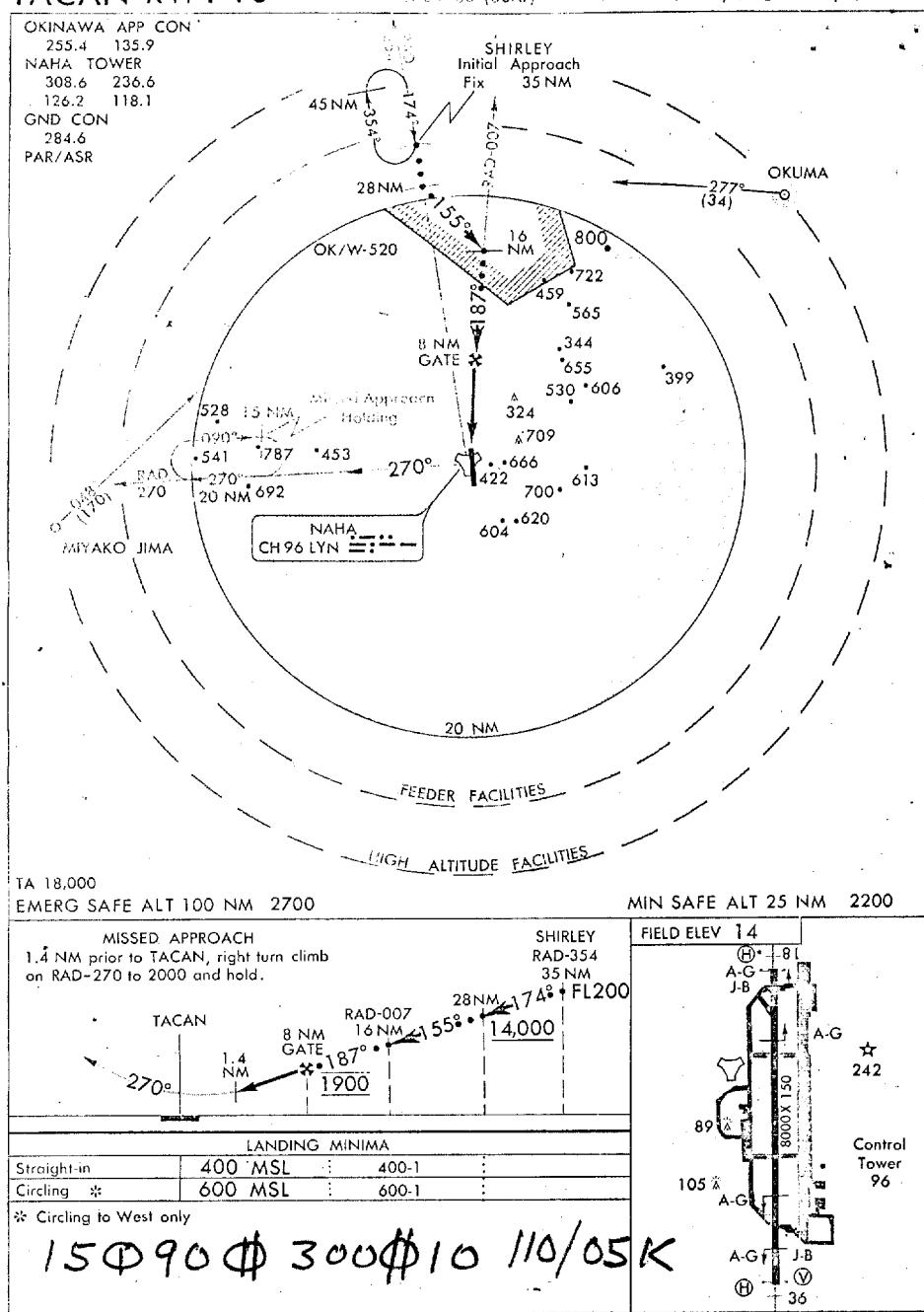


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TACAN-RWY18

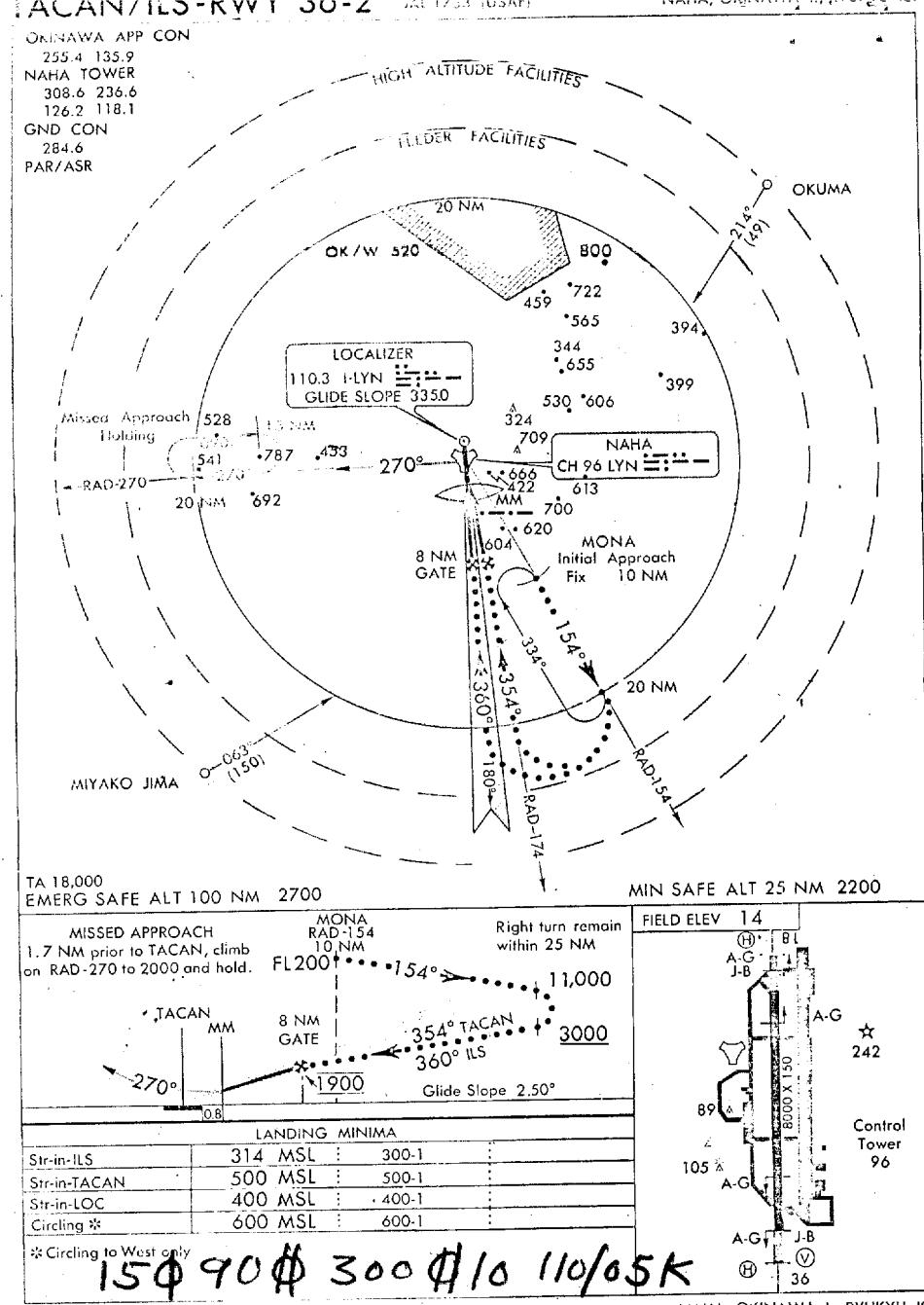
26°11'N-127°39'E

NAHA, OKINAWA I., RYUKYU IS.

NAHA APP CON

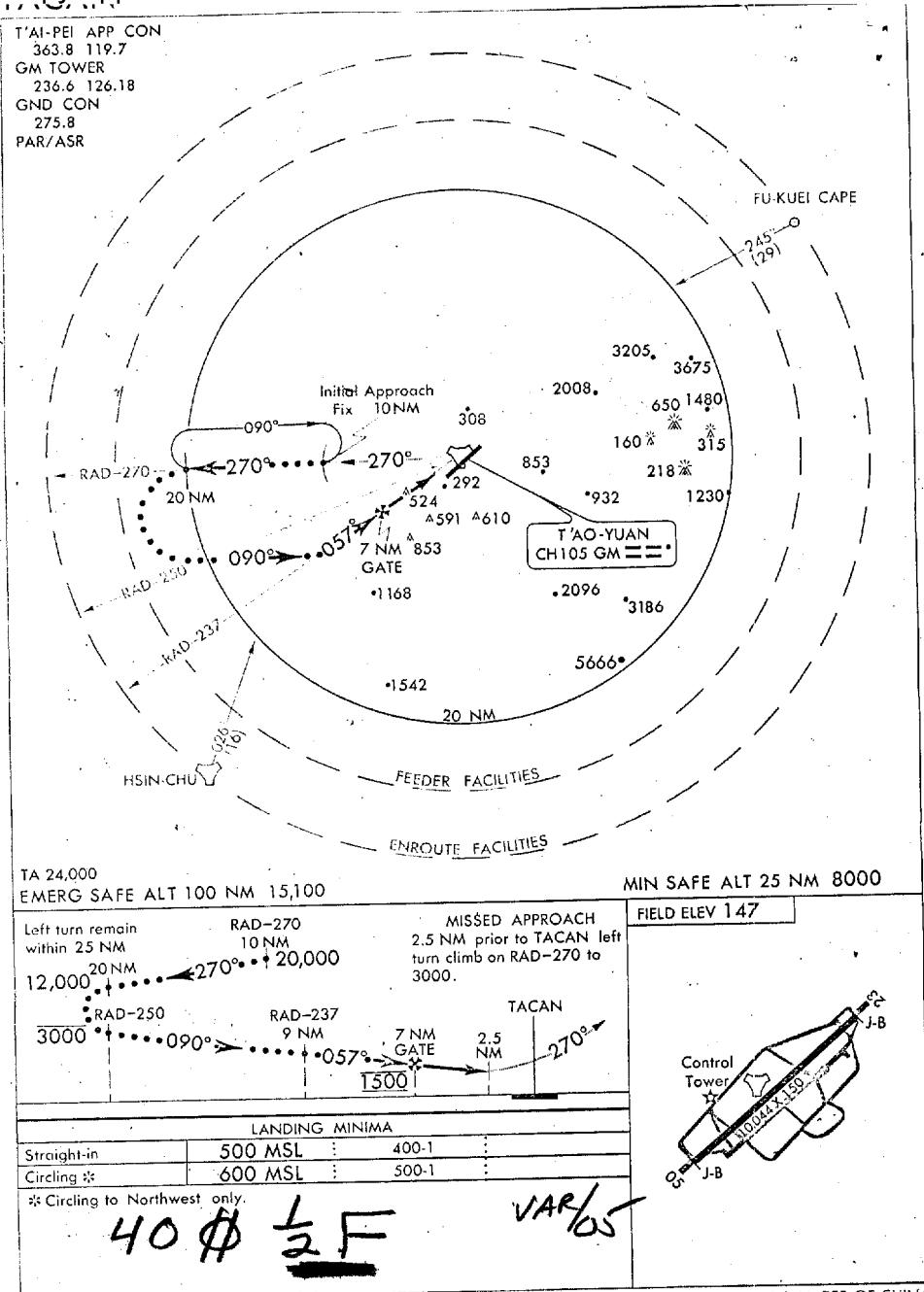
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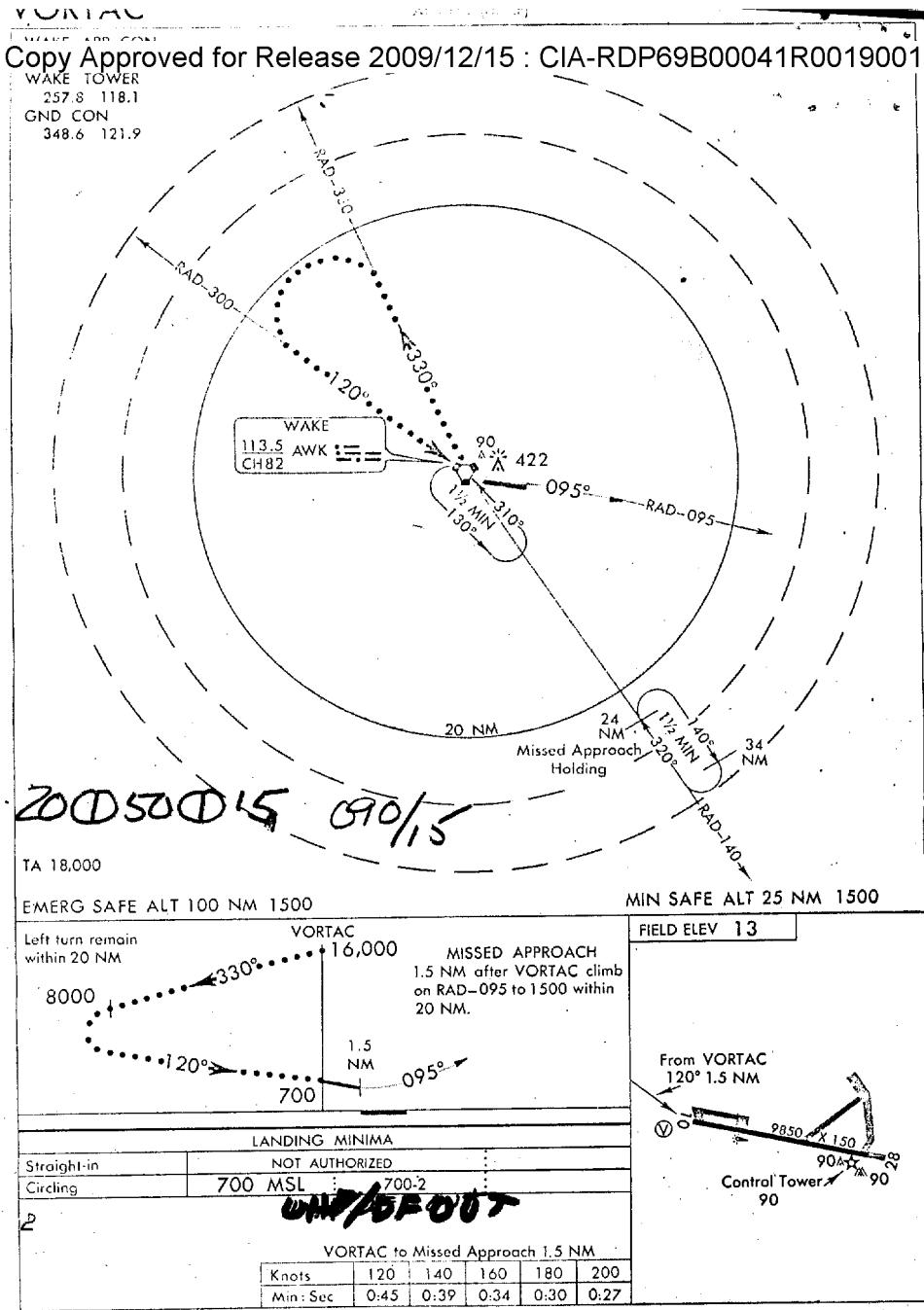
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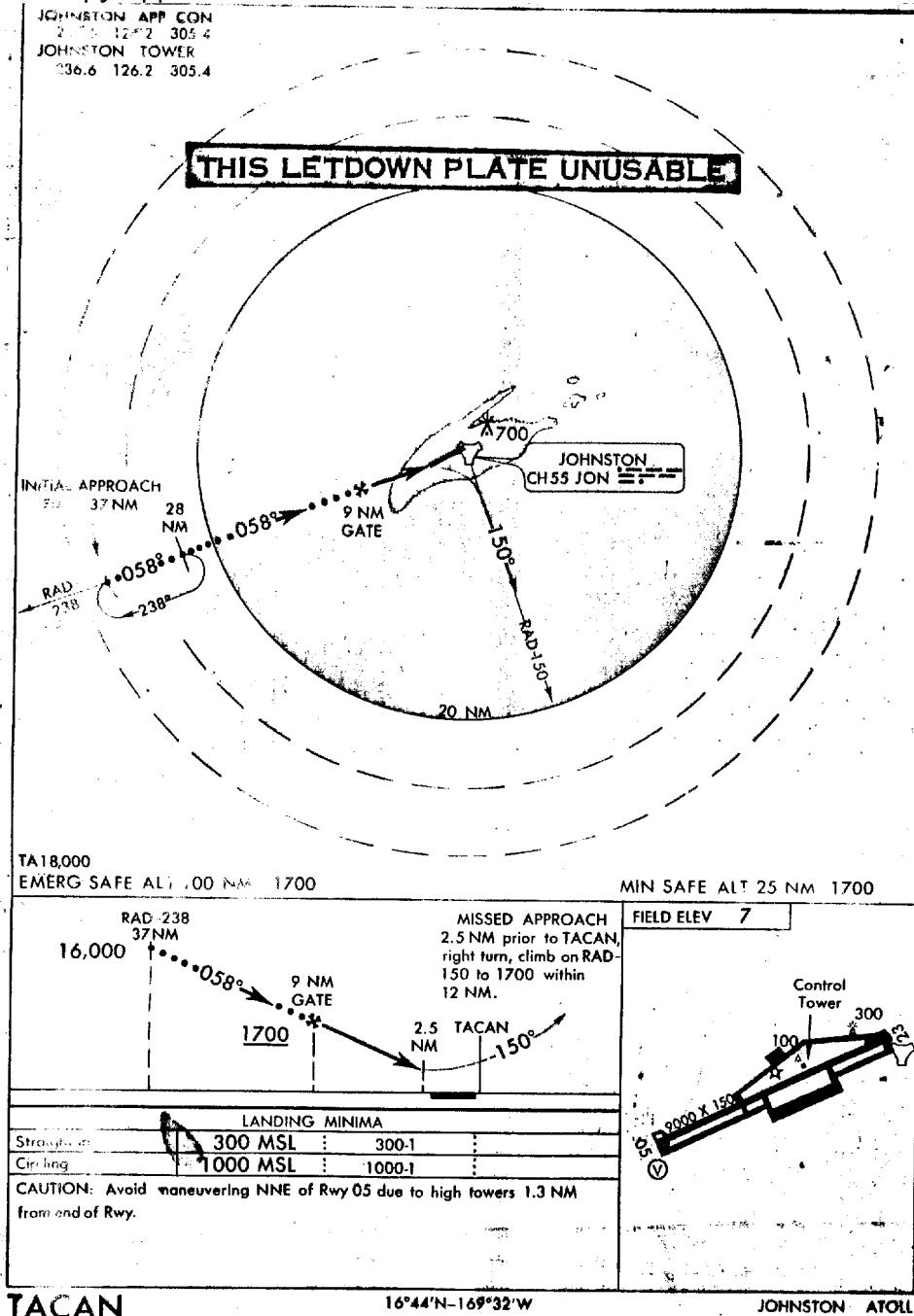
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Sanitized Copy Approved for Release 2009/12/15 : CIA-RDP69B00041R001900130011-3



Sanitized Copy Approved for Release 2009/12/15 : CIA-RDP69B00041R001900130011-3

TACAN

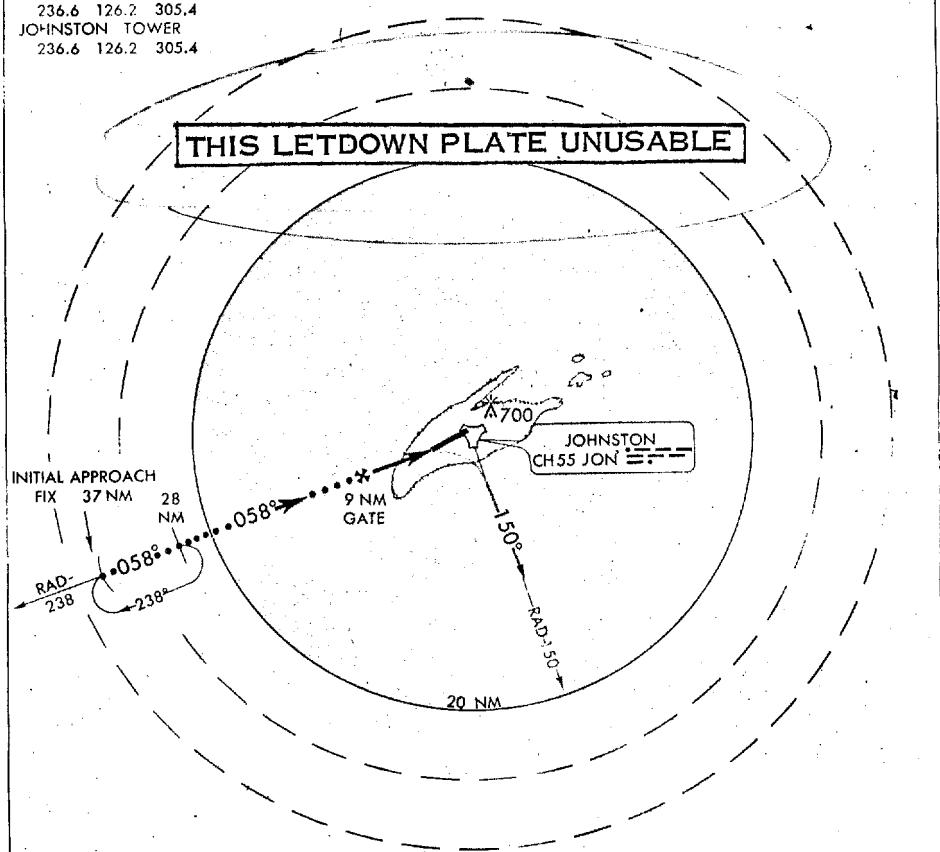
JAL-2150 (USAF)

JOHNSTON ISLAND AB
JOHNSTON ATOLL

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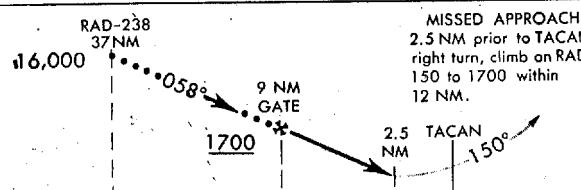
236.6 126.2 305.4
JOHNSTON TOWER
236.6 126.2 305.4

THIS LETDOWN PLATE UNUSABLE

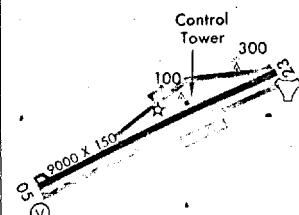


TA18,000
EMERG-SAFE ALT 100 NM 1700

MIN SAFE ALT 25 NM 1700



FIELD ELEV 7



LANDING MINIMA

Straight-in	300 MSL	300-1
Circling	1000 MSL	1000-1

CAUTION: Avoid maneuvering NNE of Rwy 05 due to high towers 1.3 NM from end of Rwy.

16°44'N-169°32'W

97

JOHNSTON ATOLL

JOHNSTON ISLAND AB

TACAN

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CIT = 353 CIT = 374 WEEKS
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(REF DAY)		(HOT DAY)		MACH 3.1			
FUEL REMAIN	DIST/MIN TO 10K LB	FUEL REMAIN	DIST/MIN TO 10K LB	ALT	KEAS	FUEL FLOW	NMI/KLB
46	1933 / 65	46	1760 / 59	76.5	368	22.9	40
44	1848 / 62	44	1680 / 56	76.9	364	22.4	41
42	1760 / 59	42	1598 / 53	77.3	360	22.0	42
40	1668 / 56	40	1517 / 50	77.8	356	21.5	42
38	1570 / 53	38	1428 / 48	78.2	353	20.8	43
36	1480 / 50	36	1340 / 45	78.6	349	20.4	44
34	1390 / 46	34	1255 / 42	79.1	345	20.0	45
32	1290 / 43	32	1162 / 39	79.5	341	19.6	46
—	—	30	1073 / 36	79.9	337	19.2	47
30	1191 / 40	28	979 / 32	80.4	334	18.8	48
28	1090 / 36	26	880 / 29	80.9	330	18.3	49
26	990 / 33	24	781 / 26	81.3	327	18.0	50
24	883 / 30	22	680 / 22	81.6	325	17.8	51
22	780 / 26	20	574 / 19	81.8	324	17.5	52
20	654 / 22	18	470 / 16	82.3	320	17.1	53
18	543 / 18	16	361 / 12	82.8	317	16.7	54
16	410 / 14	14	249 / 8	83.4	312	16.3	55
14	285 / 10	12	125 / 4	83.9	309	15.9	57
12	140 / 4	10	0 / 0	84.4	304	15.5	58
10	0 / 0	8		85.0	300	15.1	60
8		6		85.0	300	14.0	65
6				85.0	300	13.2	69
				85.0	300	12.8	72
				85.0	300	12.5	73
				85.0	300	12.0	76
				85.0	300	11.4	79
				85.0	300	11.1	82
30° BANK ANGLE							
INCREASE POWER TO MAX. A/B, ALTITUDE LOSS IS APPROXIMATELY 2000 FT. AND FUEL FLOWS WILL INCREASE AS GIVEN IN TABLE.				CIT	353	374	
				FUEL	△	FUEL FLOWS	
				35	7.3	7.7	
				30	6.8	7.3	
				20	5.9	6.5	
BASIS: FLT MANUAL APPENDIX PART V DATED 1 MAY 1967							

CIT = 353 CIT = 374
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				MACH 3.1			
FUEL REMAIN	DIST/MIN TO 10K LB	FUEL REMAIN	DIST/MIN TO 10K LB	ALT	KEAS	FUEL FLOW	NMI/KLB
48	2249 / 76	46	2022 / 67	73.7	393	19.9	45
46	2156 / 73	44	1930 / 64	74.0	390	19.5	46
44	2058 / 70	42	1837 / 61	74.3	387	18.7	48
		40	1741 / 58	74.7	384	18.3	49
		38	1643 / 55	75.1	380	18.0	50
42	1959 / 66	36	1543 / 51	75.5	376	17.6	51
40	1857 / 63	34	1442 / 48	75.9	372	17.3	52
38	1752 / 59	32	1338 / 44	76.3	369	16.9	53
36	1645 / 56	30	1231 / 41	76.7	366	16.5	54
34	1538 / 52	28	1122 / 37	77.1	362	16.2	56
32	1423 / 48	26	1010 / 34	77.5	358	15.8	57
30	1315 / 44			77.9	355	15.4	58
28	1195 / 40	24	895 / 30	78.1	354	15.3	59
26	1076 / 36			78.3	352	15.1	60
24	955 / 32	22	778 / 26	78.7	349	14.7	61
22	828 / 28						
20	703 / 24	20	657 / 22	79.2	344	14.4	63
18	567 / 19	18	533 / 18	79.7	340	14.0	64
16	432 / 15	16	405 / 13	80.2	336	13.6	66
14	292 / 10	14	274 / 9	80.7	332	13.3	68
12	148 / 5	12	139 / 5	81.3	328	12.9	70
10	0 / 0	10	0 / 0	81.9	323	12.5	72
8		8		82.5	319	12.2	74
6		6		83.1	315	11.8	76
				83.7	310	11.5	79
				84.4	304	11.1	81

30° BANK ANGLE

ADD POWER TO MAINTAIN
 ALTITUDE AND KEAS, TO
 OBTAIN FUEL FLOWS FOR
 REQUIRED POWER, ADD
 INCREMENTS GIVEN
 IN TABLE.

CIT	353	374
FUEL	△ FUEL FLOWS	
35	4.7	7.7
30	4.4	7.2
20	4.0	6.4

BASIS: FLT MANUAL APPENDIX PART V
 DATED 1 MAY 1967

F-200-93(1)(b)

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UHF CHANNELIZATION

13 Jul 65

1. 367.5 Ground Control
2. 342.3 Bud
3. 335.8 Saucy Primary
4. 393.0 Boxer Control - Chase Primary AR
5. 381.3 Godson Control
6. 379.5 Flight Test & Bungalow Secondary
7. 298.3 AAR Freq
8. 341.4 Bungalow Primary Sky Bird
9. 296.7 Area A - ARTCC 311.0
10. 364.8 Area B - ARTCC
11. 369.9 Area C - ARTCC
12. 321.3 Area D + ARTCC ADC KIAK
13. 255.9 Pilot to Forecaster 364.2
14. 287.3 D/F (Nightlife)
15. 398.2 Saucy Secondary
16. 371.5 ARC-50 - Primary AR Freq
17. 392.5 ARC+50 - Secondary AR Freq
18. Pilot to Dispatcher
(Yuletide Primary 260.1 and Yuletide Secondary 363.8)

VHF

1. 119.2 Bud & Bungalow Primary
 2. 126.05 Yuletide Primary
 3. 118.7 Yuletide Secondary
 4. 134.1 GCA Primary
 5. 125.8 GCA Secondary
 6. 121.5 Emergency
 7. 126.7 VFR Enroute
- BERKE AFB
PULLMAN CONTROL
393.0

AREA NAV AIDS

1. AGNES MCY 113.8
2. JINKS MCY CHANNEL 85
3. SWAB XTB 377 KC
4. MERCURY MCY 326 KC

on HK something was keying
B W several lines